



## ONE KILLED, TWO FATALLY AND TWENTY-ONE PAINFULLY INJURED IN THE COLLISION ON OGDEN CANYON LINE

### DISASTROUS WRECK OF LOADED CARS

Peter Minnoch Succumbs to Injuries at 7:45 o'clock This Morning—Dan Grattan and Junius Anderson Not Expected to Live, at Late Hour This Afternoon

### WILD SCENES FOLLOW TERRIBLE CRASH

Thousands Besiege Hospital and Newspaper Offices in Search of Relatives—Doctors and Nurses of Ogden Volunteer Services in Caring For the Injured—Ogden Rapid Transit Company Conducts an Investigation

#### BULLETIN.

At 3:30 o'clock this afternoon the condition of Dan Grattan and Junius Anderson was reported critical. Grattan was sinking rapidly and his death seemed only a matter of a few hours.

The doctors reported that there was little hope for Anderson. The condition of J. M. Sherman, the motorman, was much improved and he was resting easier. Fred Brophy, Peter Joseph Buller and J. Stanley Dee were slightly better.

Mr. and Mrs. Solomon C. Stephens and son Merrill are doing as well as could be expected. Mrs. W. A. McGaw, C. B. Wallin, Kathryn McLaughlin, Robert Limberman and Chris Anton are resting easier and show much improvement.

One man is dead, two are dying and 21 persons are more or less seriously hurt as a result of a head-on collision of two Rapid Transit cars, all heavily loaded with pleasure seekers, which occurred yesterday afternoon just west of the first steel bridge at the mouth of Ogden canyon.

Peter Minnoch, 33 years of age, residing at 168 Twenty-second street died at 7:45 o'clock this morning as a result of injuries sustained. His hip was fractured in three places, his right arm was broken and his back was severely injured.

Dan D. Grattan, D. & R. G. brakeman, is dying as a result of two fractured legs and other injuries. He suffered great loss of blood.

Slight hopes are held out for the recovery of Junius N. Anderson, the son of Peter Anderson, of 242 Twenty-third street.

Besides those in the list who are at the hospital, many received injuries, which, while painful, did not require surgical or hospital treatment and these went to their homes.

The down-bound car was moving slowly though at a more rapid rate of speed than the car going toward the Hermitage and as a result the down-bound car telescoped the other, crushing the passengers who were so crowded that it was impossible for them to move out of the danger zone.

A motor car and trailer, with W. J. Blackwell as motorman, had left the Hermitage, crowded, at 4:30 o'clock. Because of the heavy load and the traffic, the car was traveling through the canyon at a comparatively slow rate of speed. It was not until the train had passed the last bridge on the way down and had proceeded to the straight stretch that lies ahead of the curve near the old sanitarium landing that the up-bound car was seen rounding the curve.

The two cars, according to Motorman Blackwell, were within 50 feet of each other before either motorman saw the other car. Although both the motorman, Sherman, and Blackwell, are said to have applied the air, shouting a warning to the passengers, both trains came together with a crash, the motorman remaining at their posts.

Sherman was so entangled in the wreckage that it was necessary to remove his shoes before he could be extricated from his position.

The front of the down-bound car crashed through the vestibule into the crowded east-bound car. Men, women and children were crushed and seats were torn up. Those standing on the front vestibule received the more serious injuries. Although the people standing on the platform saw a collision was inevitable, it was impossible for them to escape.

With such slight resistance did the cars telescope that those on the rear cars did not know of the accident until the screaming of the injured passengers and the frightened women and children horrified them. Many on the rear cars thought that the air had been applied rather suddenly, causing the slight shock they felt.

The cries of the wounded, however, quickly vacated the two cars. For a time, there was wild confusion. No one knew what to do. The injured were lying bleeding and screaming while the uninjured collected their thoughts. Finally some of the cooler set to work to carry the injured from the wreckage to positions away from the tracks and other halted passing automobiles. The question of securing aid from the city was solved by the appearance of a motorcyclist, who volunteered to go to town and secure aid and at the same time notify the Rapid Transit company of the disaster.

As fast as automobiles were stopped, the injured were placed on rudely improvised stretchers, made from car seats and planks and placed in the machines. All the seriously injured had been taken to the hospital before the ambulance from the city arrived. Carloads of people going to and from the Hermitage were held by the



PETER MINNOCH

Who died at 7:45 o'clock this morning.

cars and rode in wagons and many who were not fortunate in securing rides walked the distance to the city. At the time the news reached the hospital there were but ten nurses present. R. C. Lund, the superintendent, was at the Hermitage and he immediately secured an automobile to take him to the office. At the same time nearly all the professional nurses in the city reported for service. Several volunteers were ready to lend assistance but the professional staff was large enough and the offers were not accepted.

Calls were sent out to all physicians in the city and although many were away from their homes and offices the news of the accident spread to them and they hurried to the scene.

Practically every physician was at the Dee hospital within a few minutes

#### DEAD.

Peter Minnoch of Ogden. FATALITY INJURED. JULIUS N. ANDERSON, 27, 242 23rd Street, Ogden, left leg broken in three places; right foot crushed; severely bruised and cut about the head and face.

DAN D. GRATTAN, D. & R. G. brakeman, Ogden, both legs broken.

SERIOUSLY INJURED

J. M. SHERMAN, motorman of eastbound car, 904 Grant avenue, both legs broken; badly bruised about face and head.

PETER J. BULLER, Salt Lake, left leg amputated; internally injured.

A. J. WATTS, 43, 664 South Third East street, Salt Lake, right arm broken, bruises about body.

MRS. A. J. WATTS, 32, 664 South Third East street, Salt Lake, right foot and leg crushed.

S. C. STEPHENS, 3536 Ogden avenue, Ogden, left leg broken; back injured.

MRS. S. C. STEPHENS, 28, 3536 Ogden avenue, left leg broken; cut about body.

MISS MERRILL STEPHENS, 9 years old, 2536 Ogden avenue, left thigh fractured; right thigh badly hurt.

MRS. J. M. CUMMINGS, 24, Ruby apartments, Salt Lake, right arm broken, back and legs bruised.

FRED BROPHY, 3175 Grant avenue, Ogden, leg broken and back badly injured.

FRED P. PLANTZ, 30, 2526 Lincoln avenue, Ogden, right knee wrenched.

PHILIP PLANTZ, 58, 2526 Lincoln avenue, Ogden, left arm injured.

MISS ETHEL LOUISE PLANTZ, 9 years old, 2526 Lincoln avenue, Ogden, scratched shoulder and face cut.

J. STANLEY DEE, 2903 Adams avenue, Ogden, left leg bruised, chest hurt.

C. B. WALLIN, 43, 2782 Adams avenue, Ogden, right leg crushed.

CHRIS ANTON, 23, Ogden, left leg fractured.

MRS. W. A. MCGAW, 43, 2567 Madison avenue, Ogden, back sprained.

ROBERT LIMBERMAN, 17, Rock Springs, Wyo., crushed foot.

W. J. WOODWARD, 54, Corrine, scalp wound, hip injured.

MISS E. GULLIHUR, 2557 Madison avenue, Ogden, left arm and both feet injured; back hurt.

In addition to the seriously injured, the following are in the Dee hospital:

S. C. STEPHENS, 3536 Ogden avenue, left leg compound fracture and wrenched back.

MRS. S. C. STEPHENS, left leg fractured and body bruised.

MERRILL STEPHENS, six-year-old child, left thigh broken and large wound in right thigh.

MRS. WILLIAM A. MCGAW, 2567 Madison avenue, back sprained.

CHRIS ANTON, left leg fractured.

MISS KATHERINE MCLAUGHLIN, 2260 Adams avenue, neck injured and left arm cut.

C. B. WALLIN, 2782 Adams avenue, right leg crushed and numerous cuts and bruises.

FRED BROPHY, 3175 Grant avenue, compound fracture of right leg and contusion of the head.

ROBERT LIMBERMAN, Rock Springs, crushed foot and bruises.

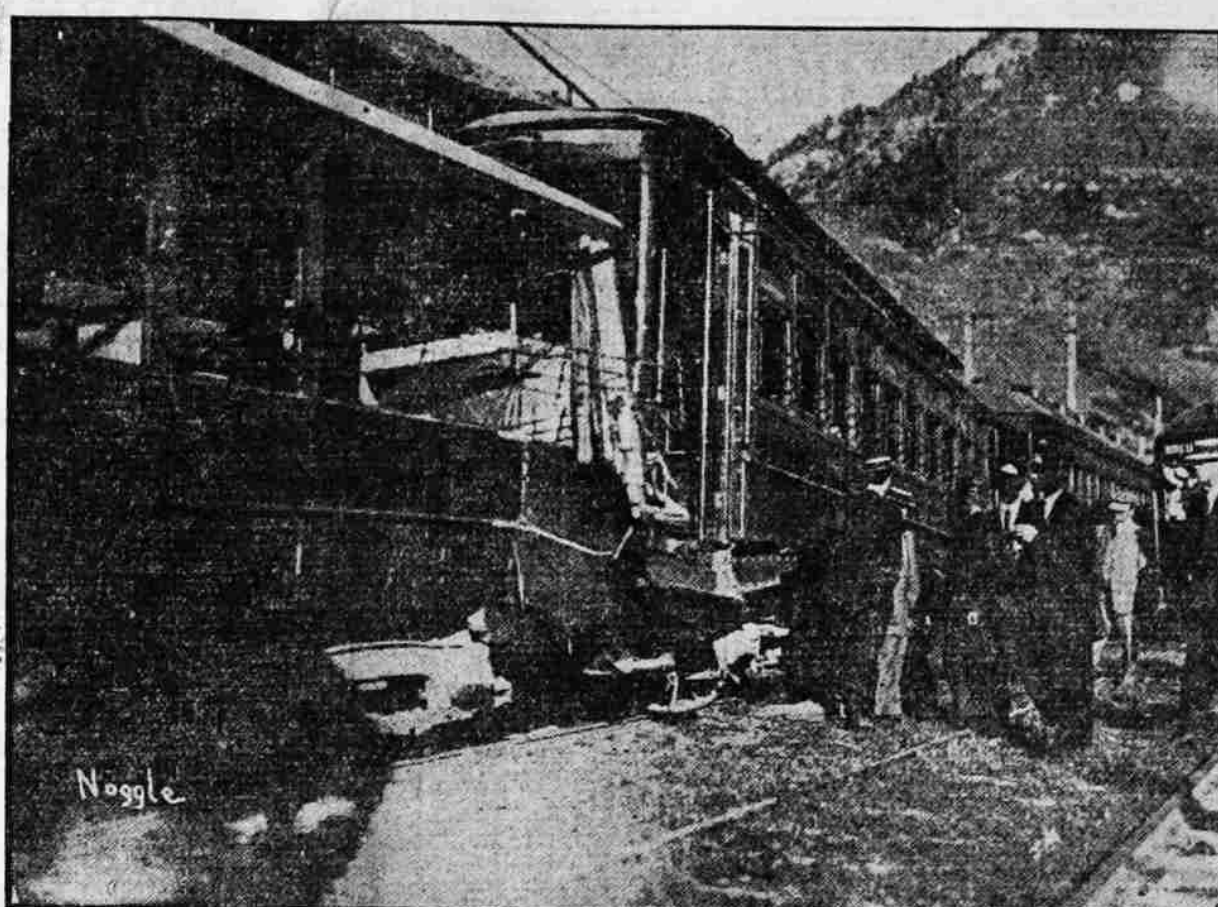
The others injured were removed to their homes, after having their wounds dressed.

utes after the injured had been borne there.

In the meantime frantic crowds tried to secure information by telephone concerning the relatives, but the line would accommodate so few that little satisfaction was derived and the institution was besieged by those who believed friends or relatives were among the injured.

The crowd poured into the building, interfered with the work to a slight extent and refused to leave until assurance had been given that friends they were anxious about were not among the injured.

For a time the attendants endeavored to answer questions piled to them, but they were soon overwhelmed



Picture of Wrecked Cars Taken at Switch Below Old Sanitarium Landing Immediately After the Collision.

ed and had to exclude the public. Finally a list of the injured, with the extent of their injuries, was made up and the notice was posted before the doors of the building. This plan relieved the fears of many and the crowd rapidly dwindled, leaving only relatives of the hurt.

George Berry, who was riding in the center of the up-bound car, but was uninjured, was one who aided in removing the injured from the wreck. He was also with those who extricated Peter Minnoch from the wreck.

Minnoch was riding on the front platform of the eastbound car and was caught between the two fronts of the colliding cars. He could not be extricated from the wreckage until the motor of one car had been reversed, separating the two to a slight extent. Minnoch was unconscious when taken out.

Incidents of heroism are related. One of the injured was pinned in a position similar to that suffered by Minnoch, but, although he was cut and bleeding, he succeeded in removing with his hands wreckage that prevented the removal of an unconscious victim near by before he fainted.

J. Stanley Dee was removed with others through the window of the car. At first Mr. Dee did not realize he was so severely injured and told his rescuers so, but upon being removed from the car he fainted.

Willie Glasman, Jr., who was on the rear end of the eastbound car, stated that little shock was felt, but that before the two trains struck several jumped from the platforms. When he hurried to the center of the collision blood was pouring from the platform in a stream.

Fate played many strange tricks. In some instances where two occupied one seat one was injured while the other escaped harm. Percy M. Cook and a lady companion escaped injury, although others around them received severe injuries.

Manager Kline and Attorney DeVine of the Ogden Rapid Transit state this afternoon that the board will make a report of its findings until Monday and that it is questionable whether it can be made then. They say that it would be useless and unfair to all parties concerned to make

a report until a statement can be obtained from Motorman Sherman.

The evidence of those before the board this forenoon have been taken by a stenographer who is now engaged transcribing his notes.

Meanness Crops Out.

Detective Charles Placock, one of the Ogden officers who assisted in clearing the road for traffic, relates a story that shows the littleness of some people during times of stress.

While the motorman and conductors of all the cars tied up at the scene of the accident were aiding in removing injured people and clearing the track of obstruction, an intoxicated stranger continually annoyed the workers by insisting that he either be carried to Ogden or the Hermitage or be given back his money.

After the street car men had told him to leave them in peace for a few minutes until things could be straightened out, he became so persistent that Detective Robert Burke took him by the arm and led him away, warning him that he would get into trouble if he insisted on annoying the rescuers.

It was but a few minutes, however, before he returned and harped on the same subject. He wanted to ride or he wanted his money. So many people were disgusted with his actions that he had a narrow escape from a drubbing.

Souvenir Hunters.

Souvenir hunters were also out in force. There were but few splinters of the shattered cars that escaped their hands. The street car men piled all wreckage of any size upon the battered cars, but there were several pieces that attracted the attention of the curious. A few were proudly exhibiting bits of wood with splashes of blood to those who came to the scene and inquired concerning the accident and one of the curious had a bloodstained garter.

The car which left the Hermitage shortly after the car which met with the accident was crowded with people and when the long stop was made on the first siding, because the block signal was not set right, a feeling of uneasiness arose. Finally when the car did continue slowly down the canyon and the news of the disaster was conveyed by those who were walking toward the Hermitage, the

agitation increased. When the car stopped above the scene, most of the passengers left and anxiously questioned those around regarding the list of injured.

At the Hermitage there was much confusion. Those who had relatives on the wrecked car kept the telephone lines busy with inquiries to the hospital and a frenzied fight was made to get seats in the town-bound cars.

Some telephoned to relatives in Ogden without waiting to ascertain the correct list of the injured and in some instances parents were nearly prostrated with false reports.

Depot Master John Shields received a telephone communication from an unknown party telling him his daughter had been killed in the accident.

Miss Shields was not injured in the least.

Saw Flames of Fire.

Mr. and Mrs. A. J. Watts of Salt Lake were able to be out today, after the serious shaking up they experienced in the collision. Mr. Watts has a badly bruised arm and Mrs. Watts is injured about the left ankle. Neither, however, suffered broken bones.

They were the guests of Mr. and Mrs. Phil Plantz yesterday and were in company with them on the way to the canyon to participate in the festivities. They were near the head end of the front car going up the canyon and were so closely crowded that it was impossible for them to escape the heavy jam following the collision.

Mrs. Watts attributes the saving of her life to the fact that she arose from the car seat at the time of the impact, the blow striking her on her legs and feet. Had she remained seated, she thinks she would have been crushed to death. She says that the most horrifying incident of the collision was the explosive sounds from the motors under the cars. An apparent flame of fire passed over the vestibules of the two cars and her first impression was that they were about to be burned to death.

Mrs. Plantz and their children were badly bruised, no bones were broken and they soon left the hospital for their homes. Mr. Plantz had his back severely wrenched and his face lacerated.

Five Thousand Present.

Over \$1,000 in fares was collected by the Ogden Rapid Transit company over the Canyon car line yesterday, representing 4,000 people who rode during the day. Hundreds of people went to the canyon in automobiles and other vehicles and it is conservatively estimated that fully 5,000 people spent the afternoon there. The collision at the mouth of the canyon cast a gloom over the large crowd and many walked home when the cars failed to make the regular fifteen minute schedule. The congestion was relieved, however, soon after 8 o'clock.

Railroad Man in Wreck.

Supt. D. Peckinpaugh of the Wyoming division of the Burlington railroad, was on the city bound train. He said that chaos prevailed after the accident, no one seeming to take the initiative in clearing up the wreck.

L. D. Perry, extra conductor on the Southern Pacific, said he had been in bad wrecks, but never in any equal to that in the canyon. The sight was most distressing.

Several articles of clothing picked up at the wreck have been left at the Standard office. A young lady's hat, with blood spots on the ribbons, is among the things held for claimants.

(Continued on Page Five.)

STORMS DOES DAMAGE.

Duluth, Minn., July 5.—The fiercest thunder, lightning and rain storm in years broke over Duluth and vicinity last night, causing considerable damage.

Fires were started in a dozen places and at least four houses were burned to the ground.

### MAY CAUSE BOY'S DEATH

Four Auto Owners of Minneapolis Refuse to Comply With Request to Aid a Lad Fatally Injured By Fireworks

Minneapolis, July 5.—Refusal of four automobile owners to carry a boy to a hospital may result in the death of John McEwen, 12 years old. He was injured Friday night during a fireworks display when a skyrocket went astray at one of the city parks and struck him.

The big attack was fastened in his leg while a policeman carrying him in his arms walked up and down before a long row of cars pleading for someone to take him to a hospital. An automobilist who heard the appeal finally came to the rescue.

"I don't want my children to get wet," one owner previously said. "My wife and her dog are in my car and I can't take the boy," explained another.

### TERRIFIC STORM SWEEPS THE EAST

St. Cloud, Minn., July 5.—A storm which passed a short distance from this city late last night did several thousand dollars damage to the Watsh Paper company's mill and seriously damaged the Sartell Lumber company's mill.

At St. Joseph, eight miles west of here, the electric light plant was blown across the street. Half a dozen farmers near St. Wendell, ten miles north of St. Cloud, lost all of their farm buildings.

Ellis, Kan., July 5.—A high wind struck Ogallah, a small town west of here last night, blowing over dozens of barns, other buildings and wind mills.

Pipestone, Minn., July 5.—Farm buildings, fences and crops were laid waste by a tornado that swept a considerable territory here late last night. The tornado started at a point three miles southwest of this place and passed east for a distance of twelve miles. No one was killed.

Galena, Ill., July 5.—The Good Year, which reported passing Galena Ill. early today, and shortly afterward the crew of the Kansas City Post sent an "all's well" message from Joliet, Ill.

The other two bags, the Million Population club of St. Louis and the Kansas City II had not been heard from since late last night but were believed to be following the same general direction as the two reported today.

Unidentified balloons believed to be contestants were reported as flying over South Bend, Ind., and Benton Harbor, and Jackson, Mich.

Galena, Ill., July 5.—The Goodyear, which left Kansas City yesterday in the balloon contest, passed over this city at 5 o'clock this morning, traveling slowly north at a low altitude.

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